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Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. NEW YORK, N.Y.

SAYS IT IS SOLVENT

The Clover Leaf's Answer to a Demand for Its Sale.

It Denies the Charges of the Continental Trust Company-Illinois Railroad Act Declared Valid.

Yesterday the Toledo, St. Louis & Kansas City railway, by R. F. Pardy and Joseph L. Stout, defendants in a suit brought by the Continental Trust Company, filed their answers in the United States Court at Toledo. The railway denies that it failed to pay interest on the bonds secured by mortgage, denies that it is insolvent, admits that the Clover Leaf road is one system, and if sold should be sold as one, but denies that a sale is for its best interests. Stout and Pardy declare that the agreement of consolidation under which the Clover Leaf claims to be organized is void and in contravention of the laws of Ohio; they deny that the road ever legally exe-cuted the bonds in question. They admit the making and delivery by the company of a mortgage or trust deed, but deny its legality and validity. The plaintiffs are given until April 9 to answer.

Death of E. B. Wall. On Sunday night E. B. Wall, assistant to Joseph Wood, general manager of the Pennsylvania Company, and also superintendent of motive power of the Pennsylvania lines, died at Pittsburg while undergoing a surgical operation for appendicitis. His remains will be taken to Columbus for burial from the residence of his father-inlaw, Gen. John G. Mitchell. The deceased leaves a little boy about eight months old, the mother dying at the time of his birth. Mr. Wall was one of the best-known officials on the Pennsylvania lines, and one of the most appreciated, as he was well informed in every branch of railroading. He spent several months in Europe last year, receiving much attention from expert mechanics. For some years he has been president of the Master Car Builders' Association. Through his efforts the great exhibit of the Pennsylvania lines at the world's fair was largely arranged. He was born in Kingsboro, N. Y., April 25, 1856; he graduated from the Stevens Institute of Technology July 10, 1876, and on that date went into the shops of the Pennsylvania at Altoona as an apprentice. In 1879 he was appointed inspector of material used at Al-toona in the construction of locomotives and cars; in 1882 he was appointed master mechanic of the shops of the Pittsburg, Cincinnati & St. Louis company at Columbus, O., and in the following year was made superintendent of motive power of the Pennsylvania lines (Southwestern system), which position he held until 1893, when he was made first assistant to James McCrea, first vice president. On going to Europe he retired from that position, and on his return was made assistant to General Manager Joseph Wood, which position he held at the time of his death, practically being the assistant general manager. The news of his death was a great surprise to his friends and acquaintances in this city A. Barnard, in speaking of him, said he had looked upon him as the most promising and rising railroad man of the country, and one of the best informed in railroad matters generally. M. W. Mansfield, superintendent of the Indianapolis & Vincennes, said that he stood in the front ranks with the Pennsylvania people, and they would find it difficult to fill his place. H. C. Parker, traffic manager of the Lake Erie &

Should Demand Some Protection. Said a general passenger agent who has been in official position for the last thirty years: "Were I a passenger conductor I would demand that some methods should be adopted by the roads which would protect me against any charge of dishonesty. There is never," said he, "a wholesale discharge of ticket sellers, as the companies have a check on them and they are not under the stigma of being dishonest, as is the passenger conductor, whether he be honest or not. It would be expensive for the roads of this country to adopt the methods of English roads in this matter, but in the long run it would more than repay the companies, and would be a great relief to the honest passenger conductor. On an English road the purchaser of a ticket must show it when he takes passage on a train, and he cannot leave the train unless he shows the same ticket, and should the traveler attempt to go beyond the point for which the ticket is issued he is subject to a fine and the guard to dismissal. The point I make is that the companies should help make their men honest by placing such checks on them that they cannot be dishonest without its being found out. The Big Four conductors who so bitterly opposed the putting on of ticket collectors made a great mistake in fighting them; instead they should have aided them in makof money the company was entitled to."

Western, said he was shocked to hear of

his death, and that the Pennsylvania Com-

pany had lost one of its most capable offi-

Northern Pacific Bondholders. An agreement has been reached by the Philadelphia and New York bondholedrs of the Chicago & Northern Pacific, under which a consolidation of interests will be effected. Bondholders affiliated with the Philadelphia committee will be exempt from the penalty of 10 cents per bond which will be imposed by the New York committee after April. It is stated that large foreign interests which have so far held out have agreed to deposit with the New York committee and a programme of action favorable to all interests is believed to have been jointly arrived at. The consis expected to bring to the Philadelphia committee between \$5,000,000 and \$6,000,000 of the bonds. This will leave Mr. Rocksfeller, who holds personally \$5,000,000 of the securities, the only large outstanding

An Important Meeting To-Day. The general passenger agents will to-day hold a meeting at the Bates House, at which representatives of all roads interested in local rate matters are expected to be present. At several railroad centers associations known as local organizations have been organized, and have been doing

much to regulate rate matters and to aid

past the roads centering here have been at loggerheads; the Big Four, for instance, would have no part in the preparation of the Indianapolis rate sheet. Now it is proposed to harmonize matters and publish a rate sheet to which all will assent, and adjust percentages as they would be with connections, placing all the Indianapolis lines on the same basis where there is competition. For some weeks past there has been no uniformity in rates to Kansas City or other Western points, each road naming a rate that best suited it, and on east-bound passenger business much the same state of affairs exists. It is proposed to wipe off the slate and begin anew, all using the same basing rate to all points reached by the roads or through their connections.

The Illinois Rallway Law.

At Springfield, yesterday, the Illinois Supreme Court, in deciding the case of the Chicago, Burlington & Quincy vs. Charles L. Jones, affirming the lower court's decision, sustained the railroad act of 1872. which authorizes the Railroad and Warehouse Commissioners to fix a schedule of reasonable maximum rates for each railroad of the State. In thus deciding the court denied that the act delegated legislative powers, deprived persons of property without due process, infringed upon the rights of trial by jury or impaired the obthe railway.

Personal, Local and General Notes. C. E. Schaff, general utility man of President Ingalls, was in the city for a short

Isaac Burhans, agent of the roads centering at New Buffalo, Ind., has resigned and is succeeded by W. B. Helston, of Michigan City.

The five-year-old son of Mrs. Alice Hanson, stenographer in the office of M. W. Mansfield, superintendent of the Indianapolis & Vincennes, died yesterday. A. W. Harwood yesterday assumed the agency of the Peoria, Decatur & Evans-

ville at Evansville. He will have charge of freight and passenger station and ter-Charles E. Smith, who looks after the interests of the Railroad Officials' and Employes' Accident Association at Chicago, is in the city for a conference with the gen-

eral officers. George S. Sipp, car service superintendent of the Chesapeake & Ohio, who has been visiting his mother, who resides here, yesterday returned to his headquarters at Richmond, Va.

The spotters who worked the Big Four numbered ten, and four of them were womer. It is stated by one of the officials that there will be no more dismissals of conductors for the present.

Lewis Donough, son of General Ticket Agent Donough, of the Union Station, has been appointed traveling passenger agent of the Cincinnati, Hamilton & Dayton, vice Harry J. Rhein, who has gone to the

General Passenger Agents Reed, of the Monon, Edwards, of the Cincinnati, Hamilton & Dayton, Chesborough, of the Van-dalia, Dering of the Pennsylvania, and Martin, of the Big Four, will be in the city to-day.

the import business of the Chesapeake & Chio road has increased fully 100 per cent., and the west-bound business of the road ncw compares quite favorably with the east-bound shipments. The employes of the Louisville Southern

Since establishing its own steamship line

have been notified that on May 1 there will be a reduction of 10 per cent. on all salaries exceeding \$35 per month. Any employe whose wages were reduced last July is not affected by the reduction on

The handsome building in which the Adams Express Company placed its unique exhibit at the world's fair has been purchased by the Pennsylvania Company and will be taken down, shipped to Waterford, on the Pittsburg, Fort Wayne & Chicago, and used

Harry Miller, superintendent of the Louisville division of the Pennsylvania lines, was in Terre Haute yesterday, and returned from there accompanied by N. K. Elliott, superintendent of the Vandalia main line and the Logansport division. The trip excited some speculation as to its mean-

The dismissal of passenger conductors on the Monon lines, on careful inquiry, proves to have been somewhat exaggerated. Up to last night but three had been dismissed, and in the notice discharging them General Superintendent Lowell assigned as a reason noncompliance with the rules of the com-

Major E. B. Stahlman, commissioner of the Southern Railway and Steamship Association, has so recovered from his recent illness in New York as to be able to return to Atlanta. The official life of this asso-ciation expires July 31, and on that date, it is stated, Mr. Stahlman will positively

The receivers of the Evansville & Terre Haute are preparing to do a good deal of work on the road the coming summer. They have purchased a steam shovel, which they will put to work at once loading gravel for ballasting, and a good deal of work is to be done in rebuilding or putting in new bridges.

At Meadville, on the New York, Penn-sylvania & Ohio division of the Erie lines, there are a large number of employes of the road and they have formed a co-operative association, opened a meat market and are selling Western meats, guaranteeing that the best cuts shall not sell at over 8 cents per pound.

Quint McNabb, formerly with the Big Four, as superintendent of bridges, left, yesterday, to take a position on the St Louis & Iron Mountain, offered him by General Superintendent Peck. On Saturday his friends on the St. Louis division of the Big Four presented him with a gold watch and chain and his wife with a valuable diamond

A. A. Zion, superintendent of the Union Rallway Company and Belt road, dismissed more men yesterday Three men on the Union tracks are now doing the work that eight formerly did. It is stated that the pay roll for March will be 30 per cent. below the sum required for Feruary, and the work of reducing expenses is not yet

A. G. Gibbons, chief engineer of the Vandalia lines, states that the track of the main line is now in such excellent physical condition that but little money will be expended on it this year. On the branches it is the intention to do a good deal of work, more especially on the Peoria division, which, when the Vandalia took it, was in bad shape, but is already in 50 per cent. better shape than when Benjamin McKeen took the position of superintendent of that division.

C. W. Woods, chief clerk to Superintendent H. J. Miller, of the Louisville division, P., C., C. & St. L., has recently become a member of the State executive committee of the Indiana Young Men's Christian Association. It is probable that a Big Four representative will be chosen in the near future. All four of the railroad associations of Indiana-Fort Wayne, Elkhart, Logansport and Columbus-were represented by their respective secretaries at the seventh international conference of railroad associations in New York city,

which closed on Sunday night. For years it has been understood that on what were known as the Mackey lines, office employes worked more hours than on any other road in this country, but the receivers of the Peoria, Decatur & Evansville, of the Evansville & Terre Haute and of the Louisville, Evansville & St. Louis have issued a circular requiring employes in the offices on these lines to be at their desks at 8 a. m. daily, except Sunday; take the usual hour for dinner, and complete their day's work at 5 p. m., instead of 6 and sometimes 11 p. m. under the old order of things. On Saturday the offices close at 3

East-bound shipments from Chicago last week amounted to 95,188 tons, against 85,-316 for the preceding week and 85,522 tons for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 9,286; Wabash, 8,944; Lake Shore, 15,631; Fort Wayne, 15,696; Pan-handle, 9,106; Baltimore & Ohio, —; Grand Trunk, 6,297; Nickel-plate, 9,604; Chicago & Erle, 10,008; Big Four, 2,464. Shipments were made up of the following articles in tens: Flour, 16,519; grain and mill stuffs, 49,172; provisions, lard, etc., 8,577; dressed beef, 11,914; butter, 1,131; bides, 1,175; lumber, 5,655; miscellaneous, 1,945.

Jan. 6. two of the roads running out of Pittsburg volunteered to carry persons who were being aided by the city, and who desired to work on improvements going on at Highland and Schenly parks, free, and, up to Saturday last, when the relief work ceased, the two roads have carried free to these parks, in the interest of charity, 291,200 persons, who worked a day or more at the parks. If the distance to and from the parks was computed and the mileage of each passenger figured out on-a 3-cents per mile basis, it would be seen that the two roads centributed handsomely the last three months to the relief work.

The annual meeting of the stockholders of the Chicago & Alton road and subsidiary lines was held at Chicago yesterday and the old officers and directors whose terms had expired were re-elected unanimously. The only change was that General Manager Chappell was given the title of vice presient, in addition to that of general maniger, which he has held for so many years. . C. McMullin, the retiring vice president, is incapacitated by illness from attending to any business, although he still remains on the board of directors. The financial statement of the road was published two months ago, when President Blackstone made up his annual report. The road paid dividends of 8 per cent, during the year, the net earnings being \$2,910.751, a decrease of 312 051 compared with last year.

WORK MUST PROCEED

Mr. Martindale Refused an Injunction Against Sewer Contractors.

Fourteenth-Street Sewer Construction Cannot Be Stopped-Unusual Claims in a Bill for Divorce.

Judge Bartholomew yasterday rendered an opinion in the suit of Robert Martindale against the city of Indianapolis, to prevent the obstruction of the State ditch by the continuation of the Fourteenth-street sawer. The Judge finds that the plans of the city already begun cannot be interfered with and sustains the demurrer of the defendants to the suit. The court holds that the plaintiff had an opportunity to have had a complete remedy upon the day set for final hearing, although the plaintiff claimed that he had been misled into not appearing before the board to protest by a general public statement having been published that the city was going to carry out and construct a general plan of sewerage previously adopted and which was satisfactory to the plaintiff.

The court shows that this suit is for injunction solely, and that no question of damages is presented. Section 59 of the city charter, which sets out the city's power so far as improvements are concerned, is quoted by the court, and then he shows that legal publication was made by the Board of Public Works and a final day set on which persons affected by the construction of the sewer could be heard. The plaintiff saw the advertisement, says the court, and although he complains that he did not appear because he supposed the city intended carrying out the plan which included the Bell-street sewer there is no allegation in the complaint that the city does not intend to carry out that general plan. The court does not excuse the plaintiff from failure to appear before the board and enter his protest. He holds that there was a time set for this and that a large public work was begun and allowed to proceed in full view of the plaintiff. In conclusion the court says that he cannot interfere by injunction unless upon a great pubic necessity In the case of this application for injunction the party had another remedy and did not accept it, and now the court finds that it would be impossible to enjoin defendants without great damage to the city. He cites the cases set out in City vs. Uhl et al., 99 Ind., 531, and says: "No question is raised as to the power of the city to make the contract, and I find the description is sufficiently definite to cover all matters as to the size and course of the proposed sewer. Under the facts alleged in plaintiff's complaint, he may or may not suffer damages by reason of the construction of the sewer. Under such a state of facts the court ought not to enjoin the defendants, but leave the plaintiff to a remedy at law, if one should arise.

"Hence, I conclude, the demurrer to the complaint should be sustained and the same is sustained."

Charles Martindale, attorney for the plaintiff, states that by the decision the Board of Public Works is not relieved of the duty of providing an outlet for the waters which will be delivered to the State ditch at its junction with the Fourteenthstreet sewer, by means of an interceptor at Bell or Manchester street.

DEMENTED THROUGH CRUELTY. Maria Jones Makes Unusual Charges

in Her Divorce Bill. In an action for divorce against her husband, Maria Jones avers that her reason has been temporarily dethroned through a systematic plan of fiendish persecution adopted by Charles Jones. She believes that her mind is permanently impaired on account of repeated acts of cruelty, which consisted chiefly of threats to shoot her. She alleges that she has had a knife brandished before her eyes, that she has been choked, kicked and beaten. The defendant is also accused of paying more than ordinary attention to Minnie Shaffer, The plaintiff shows the court that her husband is to receive a large sum of money from the city for services performed, and she asks for \$10,000 alimony with the decree of divorce. The couple were married in 1881. Mrs. Jones now lives at No. 380 West First street.

A Cleves Wreck Suit. Sarah J. Edwards, administratrix of the estate of Newberry Edwards, began an action against the Cleveland, Chicago, Cincinnati & St. Louis railway yesterday to recover \$10,000 damages for the death of her husband. The latter was employed by the Big Four in the capacity of a passenger engineer, and was killed at Cleves station, on May 15, 1892. It is alleged that on the date named, as Edwards set out from Lawrenceburg with his train he was handed three telegraphic orders, which failed to warn him that he would meet a freight train at Cleves. It is alleged that a sharp curve just out of the village is so located in the midst of a grove that all view of the track is cut off, and that Edwards was unable to see the approaching train. The company is charged in the complaint with negligently allowing this growth of forest and herbage to remain along the track at a dangerous point, and with failure to supply the engineer with a proper set of orders.

They Were Merely Fined. James Reynolds, a porter employed at Carpenter's saloon, No. 179 East Washington street, was fined in the Criminal Court vesterday. He was charged with selling iquor on Sunday, the case coming before Judge Cox on an appeal from the Police Court. Reynolds pleaded not guilty, but the court found itself unable to get around the evidence and assessed the usual fine of

\$25 and costs. John Padden, barkeeper at the same re-sort, was found not guilty of the charge of interfering with an officer. The latter attempted to open the door of Carpenter's aloon on the date of the sale of the liquor and Padden closed the door in his face. The barkeeper told the court that he did not know that the visitor was a policeman. Padden was also accused of selling liquor on Sunday, and strong evidence of the same being shown he was fined.

Haughville's "Indian-Giving" Case. Judge Harper has taken under advisement the demurrer argued yesterday in the suit of Mary Rafferty against the trustees and the town of Haughville. The Rafferty woman brought suit against the town to recover \$300 reward offered by the trustees for the conviction of the murderer of John Tarpey. Mrs. Rafferty claims that she furnished the evidence on which Lon Henderson was convicted. The demurrer set out the claim that the town of Haughville had no right to offer a reward, and that such an act lay only within the jurisdiction of the State of Indiana.

Ten Dollars in Two Years.

Jennie Ray, wife of Thomas B. Ray, complains of cruel treatment and failure to provide, in a petition for divorce filed yesterday. She shows that in two years her husband has given her but \$10. On one occasion, she says, he called her a "liar," on another a "fool," and then threatened to cast her from the window of a two-story house in which they were living. In the summer of 1892 she says that her husband left her on a sick bed and did not return for two months. She asks for alimony in

Selling Liquor in a Brothel.

In the Police Court, yesterday morning, Ida Law, an inmate of Bertha Bruner's brothel, was arraigned for selling liquor after 11 o'clock. After trial she was convicted and fined \$10 and costs. In default of payment she was sent to the workhouse. William Beatty, president of the saloon keepers' union, was arraigned for selling iquor on Sunday. Against Thomas Rose, his bartender, there were three cases. All of the cases were continued till April 6.

Sent Her to the Workhouse.

Julia Schrott, accused of burglary and petit larceny, was sent to the workhouse for three months, the court having been fully advised in the premises. The woman was on trial Saturday, and poured into the ears of the court a sad story of poverty and domestic unhappiness.

Chicago Company Sued. The firm of A. Rammelkamp & Co. yesterday filed a suit in the Superior Court

to pay for a bill of goods. Judgment in the sum of \$350 is asked. Alleges an Inferior Engine. Yesterday Judge Harper heard an argument in the suit of the Knickerbocker En-

gine Company vs. Sleicher. The court is

against the Chicago Tailoring Company, al-

leging failure on the part of the defendant

asked to foreclose a chattel mortgage which the engine company holds on an engine purchased some time ago by the delendant. The purchase price was \$2,500, Sleicher paying \$300 of the amount and giving his note for the balance. In his defense Sleicher alleges that the engine was of an inferior quality of machine, and that it was defective in a number of essential points.

Wants Him Kept Away. Mary F. Nienabee, in a complaint for divorce filed yesterday, alleges that her husband, John Nienabee, has abandoned her, and that, from a respectable and comfortable home, she has been compelled to go into a kitchen to make her living. She charges the defendant with numerous acts of cruelty, and wants him restrained from visiting her at the home of her mother. The court is asked to require the defendant to stand the expense of a trial for divorce.

Did Not Spare the Rod. Mary Lendora Wiggans was another of the applicants for divorce yesterday. She accuses her husband, Owen Wiggans, of various acts of cruelty, and says that he did not spare the rod in his chastisements. She prays for the restoration of her maiden name, Mary Lendora Throckmorton.

> THE COURT RECORD. Superior Court.

Room 1-James M. Winters, Judge. James S. Henderson vs. Joan Thompson et al.; on contract. Dismissed. Talitha Van Cleve vs. Charles W. Van Cleve; divorce. Dismissed.
John P. Good et al. vs. William T. Long et al.; on note. Judgment for plaintiffs for

Room 3-Pliny W. Bartholomew, Judge.

Provident Saving, Loan and Investment Association vs. Robert C. Brenton et al.; foreclosure. Dismissed and costs paid. Robert Martindale vs. City of Indianapolis et al.; injunction. Demurrers to complaint sustained. S. Moore Surface vs. Frank Surface; at-tachment. Dismissed and costs paid. Marilla Montgomery vs. Joseph Montgomery: divorce. Decree granted plaintiff, Elizabeth Wellmon vs. Herman O. Wellmon et al.; to quiet title. Finding for and quieting title in plaintiff.

Circuit Court. Edgar A. Brown, Judge. Bank of Commerce vs. The Indiana Trust Company et al.; mortgage. Dismissed and costs paid. Charles Rilser vs. the T. H. & I. Railway Company; damages. Motion for new trial overruled No. 2 Indiana Mutual Building and Loan Association vs. Irvin R. Muller et al.; foreclosure. Dismissed and costs paid. New Suits Filed.

Lorenz Schmidt vs. George M. Gebhardt foreclosure of mortgage. Superior Court, Room 1. Jennie A. Ray vs. Thomas B. Ray; divorce. Superior Court, Room 2. Sarah J. Edwards vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Compa-ny; damages. Circuit Court. Mary F. Wienabee vs. John H. Weinabee; divorce. Superior Court, Room 1 Ursie Gilbreath vs. Raymond Gilbreath; divorce. Superior Court, Room 3. Maria E. Jones vs. Charles Jones; divorce. Superior Court, Room 1. Mary Lendard Wiggans vs. Owen Wiggans; divorce. Superior Court, Room 3.

Adolph Rammelkamp et al. vs. Andrew
Konz et al.; complaint on account. Superior Court, Room 3.

Over 17,000 Cases In Indianapolis.

Noted Physician's Views on the Subject.

Asthma has hitherto baffled the skill of our best physicians. Within a comparatively recent period Dr. R. Shiffman, of St. Paul, Minn., who has devoted many years of study to the treatment of asthma, bronchitis and croup, has prepared a remedy for these affections which is meeting with great success wherever introduced. With this remedy there is no waiting for results. It is not a nauseating compound to be swallowed, but is used by inhalation, thus reaching the seat of disease direct. Its action is immediate and certain. Acting di-rectly upon the mucous membrane of the air passages, it relieves the spasm and constriction instantaneously, facilitates free and easy expectoration and insures comfortable rest to those otherwise unable to sleep except in a chair. All druggists have this remedy in stock, but in order that every sufferer who has in vain tried every other means of relief may test its efficacy the doctor's representative will give away a free trial package, as an advertisement, to everyone who applies to-day and to-mor-row at George W. Sloan's drug store, No. 22 West Washington street, thus convincing the most skeptical. Persons living at a distance who wish to test the merits of this remedy should address Dr. R. Shiffman, Box No. 161 St. Paul, Minn.

FUNERAL DIRECTORS,

125 North Delaware St. TELEPHONE 564.

DIED.

HANSON-At the residence of his mother. No. 135 East Pratt street Sunday night, at 11 o'clock, Otto Myers, aged four years and nine months. Funeral private.

SOCIETY NOTICES. MASONIC-ORIENTAL LODGE, NO. 500,

F. & A. M. Special meeting this (Tuesday) evening at 7:30 o'clock for work in the first degree. CHARLES A. NICOLI, W. M. HOWARD KIMBALL, Secretary. MASONIC-KEYSTONE CHAPTER, NO. 6, R. A. M. Special meeting in Masonic Temple this (Tuesday evening) at 7 o'clock sharp, for work in the R. A. de-

JACOB W. SMITH, Secretary. WANTED-MISCELLANEOUS. WANTED-Patents obtained; no attorney's fee until after patent is obtained. Mechanical drawings made. JOHN S. THUR-

A. R. WHITE, M. E. H. P.

MAN, Mechanical Engineer, Cordova Building, 25 West Washington street.

WANTED-AGENTS.

WANTED-Salesman; salary from start; permanent place. BROWN BROTHERS COMPANY, nurserymen, Chicago, Ill. WANTED-Agents wanted in every county in Indiana to represent the United States Benevolent Society. Pays Sick. Accident and Burial Benefits. Cost, \$1 per month. Address J. B. PITCHER, Secretary, Saginaw E. S., Mica.

FINANCIAL.

LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Money to loan. CLIFFORD ARRICK, Room 32 Journal Building. MONEY TO LOAN-6 per cent. HORACE M'KAY, Room II, Talbott & New's Block. LOANS-Sums of \$100 and over,

City property and farms. C. E. COFFIN & CO., 90 East Market FINANCIAL-Money to loan on first mortgage. Favorable terms. JOHN S. SPANN & CO., 86 East Market.

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TO LET-Two new modern model dwellings, Nos. 26 and 28 East Michigan street, with ten rooms and all modern conveniences. Hot and cold water; bath; both kinds of gas. Apply at 272 North Pennsylvania

ANNOUNCEMENT. ANNOUNCEMENT-Old hats and rubber repaired by WM. DEPUY, 47 Massa-

chusetts avenue PROF. A. B. WINTERMUTE-A MIND reader of the past, present and future. General business consultation. Office No. 760 N. Illinois street, Indianapolis, Office hours from 8 a. m. to 9 p. m.

FOR SALE-BICYCLES. FOR SALE, BICYCLES-Do you want to buy a bicycle? Why not get it on easy payments-say \$5 a month-not more than car fare. Choice of several standard highgrade, \$125 Pneumatic, all brand new, can be had and machine can be taken out on payment of \$5 or more, balance to be paid monthly. Investigate, BICYCLE, care





A Man

Who buys a BICYCLE for little or nothing is

like a man who buys a suit of clothes at a fire He is ashamed to let his friends know the price.

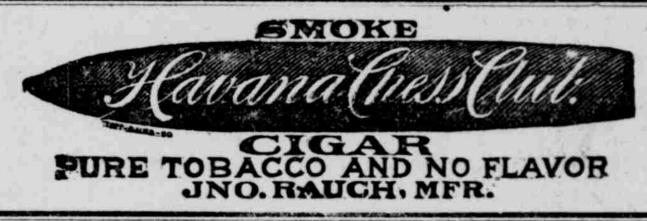
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COOK'S TOURS

To Europe

per White Star Steamer Teutonic, May 2, tour
of one hundred days, visiting England, France,
Italy, Switzerland, Austria, Germany, The

To Europe per Cunard Steamer Etruria, May 26, visiting Ireland, Scotland, England, Holland, Belgium, The Rhine, Germany, switzerland, Italy and

per White Star Steamer Majestic, June 13, vis-iting England, France, The Rhine, Germany: Austria, Switzerland, Italy and Beigium; eleven To Europe per American Line Steamer Paris, occupying sixty-seven days, visiting England, Holland, Belgium, Germany, The Rhine, Switzerland

and France.

To Europe per Cunard Steamer Campania, June 30; tour occupying eighty four days, visiting England, France, Switzerland, Italy, Bavaria, Austr.a, sermany and Belgium.

of the Midnight Sun and Russia; tour of ninetytwo days, per North German Lloyd Steamer Saale, visiting the romantic scenery of Sweden and Norway. To Norway Sweden and Denmark; tour of fifty-seven days, per Hamburg . merican Steamer Columbia,

To the Land of the Midnight Sun and the Fjords and Pjelds of Western Norway: tour occupying sixty-four days, per Cunard Steamer Etruria, June 23. Full information address DURRANT THORPE, AGENT, 125 Vine street (Barnet House Block), CINCINNATI, O.

Notice to Contractors.

Bids will be received by the School Board, Fowler, Ind., up until Tuesday, April 10, at 10 o'clock standard time. For materials to be furnished and labor to be performed in the erection and completton of a High School Building to be built of brick and trimmed with stone, in accordance with plans and specifications prepared for same by LaBelle & French, architects, of the city of Marion.

Each contractor will be required to give a certified check to the amount of \$300 to accompany his bid. This check is to be given to said School Board to show good faith by the contractor

to furnish a good bond for the full performance and construction of said building. If the contractor fails to give bond the check will be forfeited to the School Board. The School Board reserves the right to reject any and all bids. Contractors, if they desire, can figure on plans and specifications at Marion, Ind., at the office of LaBelle & French, Architects, or at Fowler, Ind.

By order of the School Board, J. M. RICHEY, President. O. C. BROCKWAY, Secretary.

Notice to Contractors.

President's Office, University of Indiana, Bloomington, March 26, 1894.-Sealed proposals will be received at this office until 2 o'clock noon on the 1st day of May, 1894, for the furnishing of all the labor and material required in the erection and completion of a two-story and basement, stone ishler, brick, and slate roof building, 74x 138 in dimensions. Plans and specifications will be on file at this office and at the office of Parker & Jeckel, architects, Anderson, Indiana, on and after April 20, 1894. No proposal will be considered unless it be accompanied by a bond or certified check for a sum not less than 5 per cent. of said proposal, that the party so bidding will enter into the contract in good faith, and will give a good and sufficient bond for the faithful performance of the work to the amount of 200 per cent. of said pro-

At least one of the bondsmen in each must be a resident of Monroe county, Indiana. The trustees reserve the right to reject any or all proposals. S. R. LYONS, Secretary,

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